

Task Force Newsletter

Vision 21 Task Force Newsletter

VISION 21 Newsletter

Issue 1 March 2000

A Message from the Co-Chairs

Welcome to the Governor's Transportation Vision 21 Task Force Update. This Update is the first in a series, designed to brief you on activities of the Governor's Transportation Vision 21 Task Force. This state-wide Task Force is charged with developing a long range vision for Arizona's transportation future. Our charge is to look a minimum of twenty years into the future and identify how we can effectively move people and goods throughout the state. We are also charged with assessing how to pay for the system, and with making recommendations on how transportation is governed and planned in the state.

Learning about how transportation planning and implementation works in Arizona, whether at the state or local level, is a complex and, sometimes frustrating task. We appreciate the hard work of our Task Force members in 1999 and look forward to our ongoing discussions in 2000.

We are currently in the process of working with a team of consultants to assess, in a consistent manner, the state-wide transportation needs, resources and revenues. We will then begin to put together a plan to meet those needs. We are planning a second series of public information meetings, probably in early fall. We look forward to meeting with you and getting your input on a true vision for transportation in Arizona. We will then finalize the plan and submit consensus findings and recommendations to Governor Hull by December 31, 2000.

Sharon B. Megdal, Ph.D.
Co-Chair

Martin L. Shultz
Co-Chair

Inside this issue

Vision 21 Background
Highlights of Executive Order 99-2
Summary of Committee Activities
Highlights of Public Input Meetings
Upcoming Task Force Activities

This Update is a part of our continued commitment to inform Arizona residents...of Task Force activities and to encourage your participation.

Since their initial meetings in March, 1999, Task Force members have worked to inform themselves on a wide range of transportation topics, focusing on the three committee areas: Definition of Needs, Resources, and Revenues; Governance; and Planning and Programming. In 1999, the Task Force met nine times, complemented by meetings of the three committees. In addition, the Task Force conducted ten public input meetings throughout the state. The Task Force completed and submitted an Interim Report with preliminary findings to Governor Hull in December, 1999.

This Update is a part of our continued commitment to inform Arizona residents and other interested parties of Task Force activities and to encourage your participation in our discussion. In a future issue, we will share with you highlights of the Interim Report.

Issue 1, March 2000

"This update is a part of our continued commitment to inform Arizona residents...of Task Force activities and to encourage your participation."

Issue 2, May 2000

"This newsletter focuses on the finding of the Interim Report delivered to Governor Hull in December, 1999."

VISION 21 Newsletter

Issue 2 May 2000

Task Force Interim Findings

On the basis of the ten public input meetings held throughout the state, comments received from interested parties and the presentations and information received by the Task Force and its committees, and notwithstanding the substantial work yet to be completed, the Task Force has developed a series of interim findings.

This newsletter focuses on the findings of the Interim Report delivered to Governor Hull in December, 1999.

There is a clear need to develop an integrated, comprehensive, multi-modal transportation plan for Arizona. Such a plan must include all modes of transportation including roads, rail, transit, highways, air, bicycles, pedestrians, freight as well as alternatives to the traditional means of transportation including travel reduction programs, pipelines, electronic transmissions, and telecommunications.

The Task Force recognizes that there are undoubtedly insufficient existing revenues to complete existing transportation programs. It is, however, unable at this time to specifically quantify the shortfall due to the differences in methodologies among the various existing transportation needs studies, many of which are fiscally constrained (as required by federal law). Sometimes these constraints result in inconsistent input assumptions, incomplete data and the inherent difficulties in projecting transportation revenues into the extended future. It is evident that the shortfall is clearly in the tens of billions of dollars.

Until a comprehensive, multi-modal transportation vision plan is developed by the Task Force, these calculations should be viewed as estimates, albeit meaningful. However, it is at least clear that reasonable estimates of transportation needs in Arizona for the next 20 years substantially exceed projected, currently dedicated transportation revenue sources.

The State of Arizona has experienced tremendous population and economic growth over the past half century. The state has grown from 750 thousand people in 1950 to almost 5 million in 2000. Its growth is projected to continue into the next century growing to 7.4 million by 2020 (according to DES). This growth places enormous burdens on our state's transportation system. An effective, reliable, and well-maintained transportation system is essential to serve and shape this growth and to facilitate economic development. Any long-range transportation plan must recognize and carefully consider these population changes.

While there are ongoing efforts by all of the governmental participants in Arizona's transportation system to streamline the transportation planning and programming process, the Task Force has found limited coordination or standardization among the jurisdictions and a lack of coordination within jurisdictional boundaries. Currently available information varies widely by jurisdiction making any statewide

(continued on page 2)

VISION₂₁ Newsletter
ISSUE 3
October 2000

Message from the Co-Chairs

As you know, this election season is a busy one in Arizona. A number of initiatives have been filed proposing substantial public policy changes for our state. In addition, the legislature has referred a number of issues to the ballot. Beyond these policy choices, Arizona voters will also be selecting a President, U.S. Senator, U.S. Congressmen, ninety members of the Legislature as well as local officials.

All important public policy recommendations should incorporate public input assembled through an appropriate public outreach process. In recognition of the importance of the work of the Task Force, we feel its efforts should be provided the greatest opportunity for thorough public discussion and debate. Our original schedule called for our public meetings on our findings and proposed recommendations to occur in September and October. There is however, a limit to the number of policy issues that can be simultaneously debated effectively in the public arena. It is unlikely that the Task Force's voice will be heard in the midst of a very active election season.

Therefore, in recognition of the cacophony of competing political and policy discussions that will occur leading up to the November election, we suggested to Governor Hull that the Task Force take some additional time to develop and refine our proposed recommendations and to conduct our public outreach meetings after the November election. The Governor has concurred in our suggestion and we have developed a revised schedule for the Task Force. Our current draft would have the Task Force adopt its final report in mid-April, 2001.

The Task Force has been actively working to address a wide range of state-wide transportation policy issues including such complex issues as needs, revenues, overall system planning, governance, and planning and programming. This newsletter and upcoming issues will bring you up to date on Task Force discussions.

We hope you share our view that this decision will improve public outreach efforts and facilitate us achieving our goals and objectives. We look forward to seeing you at our public outreach meetings in 2001.

Sharon B. Megdal, Ph.D.
Co-Chair

Martin L. Shultz
Co-Chair

Important Dates

Public Meetings
January and February, 2001

Final Task Force Report
April, 2001

Issue 3, October 2000

"Arizona must have an efficient, multimodal transportation system that contributes to the overall quality of life of its citizens and serves the future transportation needs of the entire state."

Issue 4, November 2000

"Arizona's transportation system, highways, transit, rail, aviation, etc., relies on a variety of funding sources..."

VISION₂₁ Newsletter
ISSUE 4
November 2000

Transportation Revenues in Arizona

Introduction

Arizona's transportation system, highways, transit, rail, aviation, etc., relies on a variety of funding sources for capital improvements, ongoing operations, and maintenance. One important project for the Task Force is to assess how we are currently paying for transportation, how Arizona compares with other states, and how funding sources and their revenue-generating capacity may change in the years ahead.

Highways

Highways in Arizona are financed through a combination of fees, state, federal and local taxes. The Highway User Revenue Fund (HURF), established in 1974, is the depository fund for motor fuels tax revenues and revenue collected from a variety of fees and charges relative to the registration and operation of motor vehicles on Arizona's public roadways. The principal categories of HURF revenues are:

- Gasoline and Use Fuel Taxes
- Motor Carrier Fees
- Vehicle License Tax
- Motor Vehicle Registration Fees
- Other Miscellaneous Fees

In Fiscal Year 1999, HURF revenue totaled \$982.8 million. The allocation of HURF revenue is shown in Figure 1. HURF revenues may only be used for highways and highway-related uses.

For example, HURF revenues may not be used to fund transit.

Figure 1
FY 1999 HURF Revenue (HURF Allocation in Millions)

Category	Amount (Millions)
Gasoline Tax	\$379.5
Motor Carrier Fees	\$131.9
Vehicle License Tax	\$100.3
Registration Fees	\$134.2
Other	\$120.1

In Upcoming Issues

What are Arizona's Long Term Transportation Needs?

Arizona's Transportation Alternatives -- Recommendations from the Task Force.

Task Force Public Meeting Schedule.

VISION 21 Newsletter

Issue 5 January 2001

What Are Arizona's Long Term Transportation Needs?

One of the primary assignments of the Task Force is to identify critical, long-range transportation needs in both rural and urban areas of this state. In addition, the Task Force is charged with developing preliminary estimates of the long-term (minimum of 20 years) cost of implementing a comprehensive, multi-modal, long-range transportation system plan.

It is significant to note that this is the first time Arizona has attempted to systematically quantify statewide transportation needs in a single database.

Early in its deliberations, the Task Force realized the importance of developing a standardized method of assessing statewide transportation needs. Discussions with the cities, counties, Councils of Governments (COG's), Metropolitan Planning Organizations (MPO's), the state, and tribal governments revealed there existed significant variations in the procedures and criteria used in developing local, regional and state transportation plans.

To assist in developing a standardized analysis, the Task Force contracted with an internationally recognized transportation consultant, Booz-Allen & Hamilton, Inc. (Booz-Allen). Booz-Allen, in

affiliation with two subconsultants, S.R. Beard & Associates and Mosaic Analytical Planning, was given two primary assignments: develop a systematic database for all Arizona's transportation needs over the next 20 years, and use this database to develop hypothetical alternative transportation plans for discussion by the Task Force.

Data Collection

The first basic assignment was to develop a database of all transportation plans and studies statewide along with project costs. The Needs Database is now 99% complete and captures projects for all modal systems in Arizona over the next 20 years, including highways, railways, aviation, bicycle/pedestrian and transit. It is significant to note that this is the first time that Arizona has attempted to systematically quantify statewide transportation needs in a single data base.

In Upcoming Issues

Arizona's Transportation Alternatives - Recommendations from the Task Force.

Task Force Public Meeting Schedule.

Issue 5, January 2001

"What are Arizona's long term transportation needs?"

Issue 6, November 2001

"Public input received is being utilized to refine the recommendations, as needed, in preparation for a final Task Force report to Governor Hull in December 2001."

VISION 21 Newsletter

Issue 6 November 2001

Public Input - A Critical Component of the Vision 21 Process

In late Spring, 2001, the Transportation Vision 21 Task Force adopted a series of Preliminary Recommendations designed to provide a strong framework to guide transportation decision-making and ensure adequate funding for the system over the next twenty years. The Preliminary Recommendations focused on four areas:

- Improve Transportation Planning and Programming Processes
- Enhance Transportation System Accountability and Responsiveness
- Development of a 20-year Statewide Transportation System "Budget"
- Identify and Establish Transportation System Funding Priorities

Following the approval of these recommendations, the Task Force initiated a series of public input strategies to solicit public comment on the Preliminary Recommendations and state transportation issues in general. These strategies included ten statewide Open Houses, two modified Focus Groups in Tucson and Phoenix, and a statewide Public Opinion Telephone Survey.

This newsletter provides a brief summary of information learned from the public input processes and describes those underway. Public input received is being utilized to refine the recommendations and develop new recommendations, as needed, in preparation for a final Task Force report to Governor Hull in December, 2001. The final report will identify Arizona's multi-modal needs over the next twenty years, along with projected revenues sources and identify a variety of strategies to improve transportation planning in the state as well as improve transportation system accountability and responsiveness.

Open Houses

Transportation Open Houses were conducted at ten locations throughout Arizona in July, 2001. The primary objectives of the Open Houses were to: (1) disseminate information regarding the work of the Task Force and the Preliminary Recommendations; and (2) provide an opportunity

Inside this Issue

Summary of Public Input Process

- Open Houses
- Focus Groups
- Public Opinion Telephone Survey

What Happens Next?